

5.0 Danbury Branch TOD Communities

The Danbury Branch study corridor includes nearly 38 miles of existing rail between Norwalk and New Milford. The 23.6 miles of rail between Norwalk and Danbury is owned by the Connecticut Department of Transportation, and the remaining 14 miles of rail between Danbury and New Milford is owned by the Housatonic Railroad Company and its subsidiary, the Danbury Terminal Railroad.

A total of eight municipalities are part of the TOD opportunities analysis presented in this report. These include, from south to north, Norwalk, Wilton, Ridgefield, Redding, Bethel, Danbury, Brookfield, and New Milford. Table 5.1 summarizes the population, land area, and population density of these municipalities and compares them to those of the study corridor and the State.

Table 5.1: Population & Population Density

Town	Population	Land Area (Sq. Mi.)	Population Density
Norwalk	84,877	22.8	3,723
Wilton	17,924	26.9	666
Ridgefield	24,031	34.4	699
Redding	9,365	31.5	297
Bethel	18,481	16.8	1,100
Danbury	78,939	42.1	1,875
Brookfield	16,269	19.8	822
New Milford	28,967	61.6	470
Study Corridor	278,853	256	1,090
Connecticut	3,540,846	5,009	707

The TOD discussion in this section focuses on the area around the existing railroad station for each community, with the following exceptions:

- There is also a separate discussion for the proposed Georgetown station area, which is located in Redding
- The Danbury analysis includes the existing rail station as well as two potential new station locations in North Danbury that are among the alternative station locations being considered for the extension of rail service to New Milford
- In Brookfield, where there is currently no commuter rail service, two locations are considered.
- In New Milford, five alternative station locations sites were examined for TOD opportunities.

The map below depicts all of the TOD sites presented in this report and their location along the Danbury Branch.

For all of the communities in this report, the following elements are covered:

- Plan of Conservation and Development (POCD)
- Demographics and Market Potential
- TOD Attributes, Studies, and Plans (Potential TOD maps can be found in Appendix C)
- Detailed zoning information (Appendix B)

In addition, ongoing TOD initiatives in each Branch community are presented. These are summarized in Table 5.2.

A summary of the opportunities and constraints for each of the existing or potential commuter rail station locations on the Branch

Table 5.2: TOD Initiatives for Danbury Branch Communities

Entity Responsible	Ongoing or Planned TOD Initiative	Status
City of Norwalk	Transit Oriented Development Plan for South Norwalk Station Neighborhood	Request for Proposal to be issued in 2010
Town of Wilton	2009 Plan of Conservation and Development – Wilton Center, Cannondale and Georgetown recommendations	Adopted November, 2009
Town of Redding	2008 Plan of Conservation and Development - Smart Growth and Responsible Growth practices	Adopted December, 2008
Town of Redding	Georgetown Transit Oriented Development Project – 416 new housing units, 300,000 sq ft commercial development and new RR station as part of TOD project	Ongoing
Town of Ridgefield	2010 Update of Plan of Conservation and Development – flexible redevelopment and zoning	Adopted July 2010
HVCEO - Town of Bethel	TOD Study of Bethel Station area – analysis of TOD potential located in proximity to rail station and preparation of model TOD zoning regulations	Completed March 2010
City of Danbury	Downtown Danbury – Main Street Renaissance Task Force Report to create policy recommendations to foster development of businesses and strengthen linkages within city	Ongoing
Town of Brookfield	2001 Plan of Conservation & Development – Recommended mixed-use node at four corners area (Route 202 and 25); also recommended Village Core from Route 7 east to former rail station	Ongoing
Town of New Milford	Update of 1999 Plan of Conservation & Development examines TOD opportunities in downtown New Milford	Expected completion 2010
SWRPA & HVCEO	Route 7 Transportation and Land Use Study will include a report titled “Feasibility of a multi-modal transportation center at the Branchville Railroad Station.”	Expected completion 2011

is presented on the following two pages. This is intended as an overview of the positive TOD attributes for each location as well as the physical, environmental, or other constraints that must be overcome for TOD to occur.

The information in this section is supplemented by municipal responses to a TOD questionnaire distributed in August 2010. A summary of these responses follows the Opportunities and Constraints Matrix, and complete responses can be found in Appendix D. A more detailed overview of each study site subsequently follows.



Danbury Branch TOD Communities Opportunities and Constraints Matrix		
Existing or Potential Station Site	Opportunities	Constraints
South Norwalk (SONO)	The SONO neighborhood, and specifically the city blocks to the east of Chestnut and to the south of Monroe Streets, has considerable potential for redevelopment as a TOD neighborhood.	The surrounding SONO neighborhood is one of the oldest neighborhoods in Norwalk. It is important to maintain the quality of life and economic opportunities for the existing neighborhoods.
Merritt 7	The ¼-mile area around the Merritt 7 Station contains many of the components of TOD. There are existing single- and multi-family residential neighborhoods, service businesses, offices, and industrial businesses all within a ¼ mile of the station.	The pedestrian access and a connection from the residential and commercial areas on the west side of the station and the limited amount of land available for redevelopment are the primary constraints for further TOD.
Wilton	Downtown Wilton, the commercial and social center of Wilton, is located within a ¼ mile of the station across Route 33 (Old Ridgefield Road). There are also more than 600 residential units located within ½ mile of the station.	The Norwalk River and Route 33 separate Downtown Wilton from the station. The lack of a pedestrian connection from downtown limits the TOD potential of this area.
Cannondale	There may be opportunities for TOD in specific parcels of commercially zoned property to the east and south of the station.	There are concerns about the impact any future commercial development in this area could have on the neighborhood. The regulated water courses and the lack of public water and sewer around the station also limit the TOD potential.
Georgetown	The Georgetown TOD at the historic Gilbert and Bennet Wire factory site has been approved for a large redevelopment project. Plans call for a new station, a parking garage, 400+ residential units, and 300,000+ square feet of commercial space.	The downturn in the real estate and financial markets has stalled the start of development for the Georgetown TOD.
Branchville	The Town of Ridgefield is committed to preserving, improving, and expanding Branchville Village as a residential and commercial area as well as a transportation center. Branchville was and is Ridgefield's first TOD neighborhood.	The surrounding topography, Route 7, and the Norwalk River limit the amount of land available for development in Branchville. The lack of public water and sewer also limits future development potential.
West Redding	The area around West Redding Station has a history of mixed uses and contains commercial and residential zoning districts. The area on the north side of the station along Long Ridge Road is the most likely place for any future TOD.	There are floodplains and wetlands to the south, east, and west of the station. The lack of public water and sewer also limits the potential for TOD.
Bethel	The Town of Bethel Plan of Conservation and Development called for identifying locations for TOD around the station. The Town, in conjunction with HVCEO, prepared a TOD District Analysis and developed TOD Zoning Regulations.	There are floodplains, wetlands, and watercourse north, northeast, and west of the station. The variety of zoning districts and land uses around the station would necessitate a new regulatory framework to allow for and encourage TOD.

Danbury Branch TOD Communities Opportunities and Constraints Matrix (Continued)		
Existing or Potential Station Site	Opportunities	Constraints
Danbury	Downtown Danbury contains a traditional Main Street with many classic 19 th century buildings all within ¼ mile of the station. The new townhouse development on nearby Liberty Street is a model for future TOD.	The downturn in the real estate and financial markets has impacted new development in Danbury. An approved multi-family development containing 500 units has not been built.
North Danbury 1	The site is located in the Danbury Corporate Office Park. The Park is home to several large corporations. The site is bounded to the south by large retailers, to the east by a single-family neighborhood, to the west by White Turkey Road, and to the northeast by the Park.	The area is well-developed, and undeveloped parcels contain steep slopes and wetlands. The actual station site is limited in size by topography and surrounding development.
North Danbury 2	The site on the west side of White Turkey Road and its abutting properties are owned by the State of Connecticut. The site contains an existing commuter parking lot.	The site and the adjoining parcels are narrow, bounded by Route 7 and White Turkey Road, and contain extensive areas of rock outcrops. The small site has limited capacity for parking, and the surrounding area has limited potential for TOD due to the topography and surrounding development.
Brookfield 1	The site on the east side of Pocono Road is located on an undeveloped parcel of land and is bounded to the west by many municipal services, the town hall, fire station, and ball fields. The area on the east side of the tracks contains single-family neighborhoods.	The site is long and narrow and is bounded to the west by Pocono Road and to the east by railroad tracks and some wetland areas and watercourse. The area west of the site is developed with commercial, industrial, and municipal uses.
Brookfield 2	The Plan of Conservation and Development called for the development of a mixed use node at the nearby intersection of Routes 202 and 25. The proposed station site and the abutting properties were designated as the “Village Expansion Area.” The Plan also recommends establishment of rail service to Brookfield and a station at this location, which is the location of Brookfield’s historic rail station.	The station site is small, narrow, and has limited capacity for parking and TOD. Additional parking would need to be constructed in the surrounding area to allow for development potential and bus access.
New Milford 1	The station site is located on the east side of Picket District Road surrounded by large commercial buildings and parking lots.	The areas to the east and northeast of the site contain floodplains and wetlands. The Housatonic River is located within ¼ mile of the site.
New Milford 2	The site is located on Anderson Avenue, and the areas to the east, west, and north contain existing buildings with potential for redevelopment. The former mill building on the west side of the track has been approved for residential and commercial uses.	The areas to the west and southeast of the site contain floodplains, wetlands, and the Housatonic River. All are located within ¼ mile of the site.
New Milford 3, 4A, 4B & 5	These sites are all located in Downtown New Milford. A New England Green and numerous classic 18 th and 19 th buildings are located within ¼ mile of the station sites. Many of these buildings already have ground-level businesses and residential uses on the upper floors.	The former downtown New Milford Station and the abutting parking spaces are now used for other purposes. The development of a station in downtown New Milford will require the construction of a large parking garage.

Summary of TOD Questionnaire Responses	
Question	Municipal Responses
What efforts are ongoing to promote Transit Oriented Development (TOD) at the rail station in your community?	Every community along the Danbury Branch has an ongoing TOD effort and/or has developed TOD plans/policies through their Plan of Conservation and Development.
Do you have any existing compact residential or residential mixed use developments approved within the last decade with housing densities greater than 10 units per acre? If so, what types of comments did you receive during the review process?	The communities of Norwalk, Redding, Danbury, and Brookfield have approved compact residential or mixed use developments within the past 10 years. Overall, the public was supportive of these development projects. Some concern was voiced about the density of affordable units in Norwalk, potential impacts to wetlands in Brookfield, and potential traffic impacts in Danbury.
Do you have appropriate or suitable sites to promote this type of development? If so, would you consider initiating TOD within a quarter- to half-mile of the rail station? If no, why not?	Officials in Norwalk, Redding, Bethel, Danbury, Brookfield, and New Milford identified appropriate sites for TOD around their rail stations. Although there are not any obvious TOD sites in Ridgefield, the town would be willing to consider initiating this type of development where site conditions allow.
Would you consider revising your municipal parking regulations to promote higher density TOD within a half-mile of the rail station?	All of the Danbury Branch communities generally indicated that they would consider modifying their parking regulations to promote TOD projects.
Do you have any specific recommendations to help promote TOD within your community?	<p>Each municipality had a different recommendation for promoting TOD within their community:</p> <ul style="list-style-type: none">• Norwalk: Consider reviving the former Wall Street rail stop on the Danbury Branch. This neighborhood is ideal for TOD.• Wilton: The Danbury Branch Improvement Program should support funding for key projects, such as the bridge/walkway plan that would connect downtown Wilton to Wilton Station.• Redding: The Town should support TOD where appropriate, while being mindful of the importance of being environmental stewards and protecting the watershed.• Ridgefield: Parking and amenities at the station need to be made more attractive to commuters. Safe pedestrian access between parking and the station is also imperative.• Bethel: The Danbury Branch Improvement Program should recommend the construction of a west side, tandem platform at Bethel Station. It is also important to continue public outreach efforts to further educate the community on the financial, cultural, and environmental benefits of TOD.• Danbury: The City should continue to promote high density residential and mixed use development in the downtown where transit and other services are readily available to support such development.• Brookfield: Move forward with the plan to extend rail service and develop a station at the Four Corners in Brookfield.• New Milford: Extend rail service to New Milford.

Norwalk

The City of Norwalk anchors the south end of the Danbury Branch rail corridor. Incorporated in 1651, Norwalk is part of Fairfield County and is bounded by New Canaan and Wilton on the north, Long Island Sound on the south, Westport on the east, and Darien on the west. Norwalk, which is the sixth most populous city in Connecticut, is made up of several distinct neighborhoods. These include East Norwalk, South Norwalk (SONO), Rowayton, Silvermine, Cranbury, and Norwalk Center, which together offer many opportunities for shopping, dining, and recreation. Norwalk also has an abundance of natural resources, including a harbor, streams, beaches, islands, and marshlands.

There are two existing rail stations served by the Danbury Branch in Norwalk. The first is South Norwalk Station, which is the southern terminus for the Branch. Norwalk’s second station, Merritt 7 Station, is the first stop on the Branch and is located approximately three miles north of South Norwalk Station.

This section presents the following information related to TOD within the City of Norwalk:

- Norwalk Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Norwalk Planning Commission adopted the Norwalk Plan of Conservation and Development on June 10, 2008, effective July 3, 2008. The concepts behind TOD and smart growth are present throughout the plan.

For example, the introduction of the plan states, “by directing new development to appropriate locations, the city can offer places for new residents. With proper planning, dense mixed use development in existing transportation corridors and improved public transit can effectively accommodate new population growth, without adversely impacting existing neighborhoods and natural resources. Locating new businesses adjacent to transit corridors will greatly increase the likelihood of public transportation options in the future. Lower vehicle use will translate into less environmental impact, less traffic impacts and greater health into the future.”

Chapter A: Balanced Economic Growth further states, “In the past,

the City has successfully avoided the problems associated with single-use districts – such as “bedroom” communities and office parks. These problems can include greater traffic congestion, undue tax burdens on select sectors, and over dependence on particular industries. Future redevelopment planning should identify under-performing sites that detract from their surrounding districts, and which can accommodate and benefit from growth. Additionally, by placing new growth near transit centers, increased congestion and other potential consequences of new development can be minimized. Compact development patterns, sensitively designed and based on transit centers, should include efforts to preserve open spaces and other public areas.”

Demographics and Market Potential

Table 5.3 indicates that Norwalk, the most populous municipality along the Danbury Branch, had a population of 84,692 in 2007. Norwalk is projected to grow at a slightly faster rate than the State average between 2000 and 2030. The table indicates that the City is younger than the State with 65% of the population within the 18-65 group compared to 53% for the State. This is the age of employment, suggesting an associated demand for transportation options for travel to work.

Table 5.3: Population Data, Norwalk

	Total Population		Projected Growth 2000-2030	Median Age (2007)	Age 5-17 (2000)	Age 18-64 (2000)	Age 65+ (2000)
	2000	2007					
Norwalk	82,951	84,692	16.6%	39	25%	65%	13%
Connecticut	3,405,565	3,549,606	14.2%	n/a	17%	53.0%	14%

Table 5.4 indicates that Norwalk has a lower median household income than the Region but a higher household income than the State. The poverty level in Norwalk (7.2%) is higher than the rate in the Region but lower than that of the State. Norwalk’s unemployment rate stands at nearly 4%, a rate that is higher than the Region’s but lower than the State’s.

Regarding market potential for TOD, the population in Norwalk has many characteristics that indicate a strong potential for TOD. The population is projected to grow faster than the State, and it is younger and wealthier than the State population. Norwalk also has a greater percentage of renters (36.9%) compared to the State (31.2%). Norwalk has a large number multi-family units, with 46% of the housing units built in 2008 being two units or more.

Table 5.4: Income and Employment, Norwalk

	Median HH Income (2007)	% Below Poverty (2000)	Employed Persons (2006)	Percent Unemployed (2006)
Norwalk	\$72,756	7.2%	46,701	3.6%
SWRPA Region	\$114,502	5.6%	174,178	2.5%
Connecticut	\$65,859	7.9%	1,765,083	4.3%

South Norwalk Station – TOD Attributes/Plans/Studies

South Norwalk Station, located at 29 Monroe Street and 1 Chestnut Street in the SONO district of Norwalk, contains a station building and high level platforms. There is a parking garage with 708 parking spaces and a surface lot with 108 parking spaces. This is the only station in the corridor that is adjacent to the New Haven Main Line, and it is the southern terminus of the Danbury Branch.

The ¼-mile area around the station contains many of the components of TOD, including different types of commercial and residential uses, and thus has TOD potential. The properties surrounding the station site include a mix of older, commercial and residential uses with enhancement potential through redevelopment. The properties to the east and northeast of the Station contain portions of the Norwalk Redevelopment Agency’s South Main Corridor Renewal Area.

The Norwalk Transit District prepared the “South Norwalk Rail Station Intermodal Facility Study” in June 2009. The purpose of the study was to establish the station as an intermodal transportation facility. The study products included a conceptual plan of a fully integrated intermodal facility that was designed with the intent of



South Norwalk Station - Westbound

providing optimal, seamless connections for passengers between a variety of transportation modes including rail, public transit, automobile, and bicycle/pedestrian facilities.

As part of the Study, the “South Norwalk TOD Market Overview and Preliminary Facility Programming” Report was prepared by the Williams Group Real Estate Advisors in May 2009. Based on economic, demographic, and real estate market data, the report concluded that the South Norwalk Transit Center site and “blocks to the east of Chestnut and south of Monroe Street would be an appropriate location for TOD. This would not only assist with SONO revitalization, but also has the potential to provide a joint development opportunity for the City that would support additional ridership and provide potential revenue subsidization to the transit center.”



SONO

Merritt 7 Station – TOD Attributes/Plans/Studies

Merritt 7 Station is located at the Merritt 7 Business Complex near Route 7 and Exit 40 of the Merritt Parkway. The station contains a shelter and the only low level platform on the Danbury Branch. There are 88 parking spaces located in a narrow, single-lane parking lot that is adjacent to the tracks.

Merritt 7 Station may be considered the first modern TOD of the Danbury Branch. It has grown into a major employment center with an adjacent residential complex. Merritt 7 Station was built as part of the Merritt 7 Corporate Office Park. The first building in the Park opened in 1980, and the station opened in 1985. Today there are six Class A office buildings with nearly 1.4 million square feet of office space on 22 acres with a variety of services including

a shuttle bus to the station, a health club, dining and catering facilities, and car rental services. Located around the corner from the station, at 399 Main Avenue, are the Merritt River Apartments.

As part of the Danbury Branch Study, a “Station Site Screening and Selection Report” has been prepared. This report includes alternate concept designs and plans for a multimodal station at Merritt 7 Station. The following locations were considered:

- The property across the street from the existing station.
- A site on the west side of Glover Avenue, just south of Grist Mill Road, approximately ½ mile north of the existing station.
- A site on the east side of Glover Avenue, just south of Grist Mill Road, approximately ½ mile north of the existing station.

For each of these sites, an alternative station site conceptual engineering plan, an environmental screening, an assessment of traffic conditions and access, and a travel demand forecast were prepared. The new Merritt 7 Intermodal Station would contain up to 1,000 parking spaces.

The ¼-mile area around the existing station and the areas around the proposed station contain many of the components of TOD, including different types of commercial and residential uses. The existing development within the ¼-mile area include: the Merritt 7 Corporate Office Park and residential development on the west side of Route 7; office, commercial, and residential uses on and around Glover Avenue; and retail and services along Route 7. The missing component is a direct pedestrian connection between the development on the west side of the tracks and the station. There is also existing low-density multi-family housing on the west side of the station and high-density multi-family housing and single-family homes on the east side of the station. The west side of Glover Avenue, with its existing, older, single-story commercial buildings, is a prime site for redevelopment as a TOD.

City of Norwalk – TOD Attributes/Plans/Studies

As was previously noted, the purpose of the “South Norwalk Rail Station Intermodal Facility Study” (June 2009) was to establish the station as an intermodal transportation facility and provide the impetus for redevelopment in the surrounding area. The area north of South Norwalk Station contains parts of the Norwalk Reed Putnam Urban Renewal/Redevelopment Area. According to the

Norwalk Redevelopment Agency, the proposed redevelopment of this area would include approximately:

- 1,000 multi-family residential units;
- 650,000 square feet of retail space;
- 500,000 square feet of commercial/office space area; and
- 5,500 parking spaces.

According to the Norwalk Planning Department, no TOD Zoning Regulations or Zone Districts have been created around South Norwalk Station or in the Reed Putnam Urban Renewal/Redevelopment Area. It is important to note, though, that the Zoning Regulations for these areas have been amended to allow for greater density and reduced parking requirements, two key components of TOD.

The Norwalk Redevelopment Agency also will be preparing a “Downtown Connectivity Master Plan for Norwalk” to examine how to provide pedestrian connections between downtown Norwalk and the approved five million square feet of new development along the West Avenue Corridor. The Agency has also commissioned the “TOD Plan for the South Norwalk Station Neighborhood,” a 10-year study that is expected to be completed by July 2020. According to the Agency, the goal of the TOD Plan is to make it so that “visitors, residents, and employees will eventually be able to reduce their use of automobiles; fully utilize the district’s transit services; walk to work or shopping; enjoy an improved living environment, including better park, pedestrian and bike facilities.”



Merritt 7 Station

Wilton

Incorporated in 1802 after having originally been a part of Norwalk, Wilton is part of Fairfield County and is bounded by Ridgefield on the north, Norwalk and Westport on the south, Weston and Redding on the east, and New Canaan and New York State on the west. Wilton is largely a residential community, with 58% of the total land in the town taken up by residential uses. The town has also preserved nearly 1,000 acres of open space for active and passive recreational use, and this gives Wilton an open and rural feeling. As a result, the town has a limited amount of land remaining for development. This section presents the following information related to TOD within the Town of Wilton:

- Wilton Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Wilton Planning Commission adopted its Plan of Conservation and Development on November 9, 2009, effective January 1, 2010. The ideas and concepts behind TOD and smart growth are presented in the Plan.

The Plan recognizes that there are three distinct villages in Wilton – Wilton Center, Cannondale, and Georgetown. The Plan states, “all three areas present opportunities to provide a mixture of amenities, businesses, and housing in a manner respectful



Wilton

of Wilton’s heritage. These areas also provide an opportunity to reinforce development patterns that allow residents to get around on foot, by bicycle or via transit.”

The Plan seeks to “ensure that Wilton Center remains the cultural, social, and business center of Town” through the following actions:

- Consider establishing a Main Street Program to help promote Wilton Center businesses.
- Improve pedestrian connections leading into Wilton.
- Complete the sidewalk network within Wilton Center.
- Provide additional pedestrian amenities in Wilton Center, such as benches.
- Consider measures to slow traffic on Old Ridgefield Road.
- Build the Hubbard Road Connector.
- Implement the Wilton Center Street Tree Plan.
- Encourage large, landscaped setbacks in Wilton Center.
- Move forward with the River Walk.
- Consider creating shared, centralized parking.
- Explore the use public transit to Wilton Center, such as bus service, shuttles, or trolleys.

The Plan encourages the exploration of “development options in Cannondale that reflect the historic setting and scale of existing buildings” through the following actions:

- Determine the boundaries of Cannondale.
- Create a detailed vision and master plan for Cannondale.
- Engage residents of Cannondale throughout the process.
- Amend zoning as needed to implement the plan

The Plan hopes to “promote the shift from automobile-oriented development to pedestrian scale neighborhoods in Georgetown” though the following actions:

- Review zoning provisions to ensure they encourage smaller scale development.
- Explore tools to retain smaller housing units in Georgetown.

- Monitor trends in Georgetown related to Gilbert and Bennett factory redevelopment.
- Create a master plan to capture opportunities in Georgetown.
- Engage residents of Georgetown throughout the process.

Demographics and Market Potential

Table 5.5 indicates that Wilton’s projected population growth from 2000-2030 is 30.4% compared to 14.2% for the State. Wilton is younger than the State, with 58% of the population within the 18-64 age group.

Table 5.6 indicates that Wilton has a higher household income and a lower poverty rate than the Region and the State. While unemployment in Wilton is slightly above the rate in the Region, the town has less unemployment than the State.

Regarding market potential for TOD, the population in Wilton has many characteristics that could be supportive of TOD. The population is projected to grow faster than the State, and it is younger and wealthier than the State population. This suggests a demand for transportation options for travel to work from a population that would be attracted to the service.

Table 5.5: Population Data, Wilton

	Total Population		Projected Growth 2000-2030	Median Age (2007)	Age 5-17 (2000)	Age 18-64 (2000)	Age 65+ (2000)
	2000	2007					
Wilton	17,633	18,144	30.4%	42	22%	58%	12%
Connecticut	3,405,565	3,549,606	14.2%	n/a	17%	53.0%	14%

Table 5.6: Income and Employment, Wilton

	Median HH Income (2007)	% Below Poverty (2000)	Employed Persons (2006)	Percent Unemployed (2006)
Wilton	\$176,384	2.9%	8,099	2.9%
SWRPA Region	\$114,502	5.6%	174,178	2.5%
Connecticut	\$65,859	7.9%	1,765,083	4.3%

Wilton Station – TOD Attributes/Plans/Studies

Wilton Station is located at 17 Station Road on the west side of Danbury Road (Route 7) near the intersection of Route 7 and Ridgefield Road (Route 33 and 106). The station contains a station building, a vehicular pedestrian rail crossing, and a center island platform that is covered by a canopy for most of its length. The station contains two surface parking lots with 212 parking spaces. The ¼-mile area around the station contains many of the

components of TOD, including different types of commercial and residential uses. Wilton Station is located immediately north of downtown Wilton, but it is separated from downtown by the Route 33 Bridge. Downtown Wilton is the social and retail center of the town and contains a large commercial area with office space, retail, restaurants, and the town library. Downtown contains about 500,000 square feet of office and retail space, and there are 600 residential multi-family units located about ½ mile south of the station. The biggest impediment to TOD is the lack of pedestrian connections between Wilton Station and downtown.

The 2009 Town of Wilton Plan of Conservation and Development contains a number of recommendations for Wilton Center. The first focuses on maintaining Wilton Center as is, with minor improvements. The second looks at opportunities that could emerge as properties undergo redevelopment. The last recommends moving forward with the River Walk, a pedestrian connection between downtown and the station.

The area north of Route 33 and west of the station contains extensive areas of a floodway, the 100- and 500-year flood plains, and open water. The Center is already well built out, so the ideal location for any future TOD would be the area north of Route 33, east and west of Route 7.

Cannondale Station – TOD Attributes/Plans/Studies

Cannondale Station is located on the east side of Route 7 at 22 Cannon Road. The station includes a station building with a coffee shop and a high level platform. The platform has a full-length canopy, benches, and stairs and a ramp that provide access to



Cannondale Station

the rail cars. Two surface lots offer 140 parking spaces. The ¼ mile area around the existing Station has limited potential for TOD, in part because the area has no public water or sewer. The areas east and south of the Station contain portions of the Stream Channel Encroachment line, the 100- and 500-year floodplains, and the Norwalk River.

The 2009 Plan of Conservation and Development recommended that the Town work with the neighborhood to create a vision



Wilton Station

and master plan for Cannondale. Zoning regulations would be amended as needed to implement the master plan.

Town of Wilton – TOD Attributes/Plans/Studies

As was previously noted, Wilton recently updated its Plan of Conservation and Development, and the proposed plan contains many TOD concepts. The issue of the lack of a pedestrian connection between downtown Wilton and the rail station is one of great concern to the Town and a major impediment to future TOD efforts. The Town has applied for grant monies to design and build a pedestrian bridge and walkway, which upon completion, will connect the Wilton Train Station and Wilton Center. This project is vital in terms of connecting existing high density housing and businesses with mass public transportation.

The Town of Wilton also has an option to lease several acres of land to a non-profit organization (Wilton Commons, Inc.) whose



Mixed Use Development in Downtown Wilton

mission is to build 51 units of affordable-restricted senior housing within several hundred feet of Wilton Station. Wilton Commons Inc. is in the final stages of securing construction funding and is hopeful of proceeding with the project in 2011.

Redding

Incorporated in 1767, Redding is part of Fairfield County and is bounded by Bethel and Danbury on the north, Easton and Weston on the south, Easton and Newtown on the east, and Ridgefield and Wilton on the west. Redding has sought to maintain its character through policies that secure more than a third of the town’s land for open space, protect watersheds and sensitive lands, preserve the view from scenic roads, advancing efforts to protect historic buildings and sites, and encourage Smart Growth policies that create walkable, transit-oriented opportunities for development.

This section presents the following information related to TOD within the Town of Redding:

- Redding Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Redding Planning Commission adopted the 2008 Plan of Conservation and Development for Redding on December 17, 2008, effective December 29, 2008. The Plan focuses on conservation priorities and encourages Smart Growth and Responsible Growth practices. This development approach seeks to:

- Discourage sprawl;
- Concentrate new development near existing infrastructure;
- Conserve open space and natural resources;
- Encourage environmentally-compatible and energy efficient design principles; and
- Plan new infrastructure for cohesive centers and more efficient use of land.

Demographics and Market Potential

Table 5.7 indicates that Redding’s population is projected to decrease by 12.6% between 2000 and 2030. The table indicates that Redding is younger than the State, with 62% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.8 indicates that Redding has a higher household income and lower poverty level than the Region and the State. Unemployment in Redding is 2.8%, which is higher than the Region’s 2.2% but lower than the State’s 4.3%.

Regarding market potential for TOD, the younger, wealthier population in Redding is likely to be supportive of TOD.

Table 5.7: Population Data, Redding

	Total Population		Projected Growth 2000-2030	Median Age (2007)	Age 5-17 (2000)	Age 18-64 (2000)	Age 65+ (2000)
	2000	2007					
Redding	8,270	8,590	-12.6%	43	21%	62%	11%
Connecticut	3,405,565	3,549,606	14.2%	n/a	17%	53.0%	14%

Table 5.8: Income and Employment, Redding

	Median HH Income (2007)	% Below Poverty (2000)	Employed Persons (2006)	Percent Unemployed (2006)
Redding	\$128,870	1.8%	4,421	2.8%
HVCEO Region	\$81,329	4.4%	110,894	2.2%
Connecticut	\$65,859	7.9%	1,765,083	4.3%

Georgetown Station – TOD Attributes/Plans/Studies

A new railroad station is proposed as part of the approved Georgetown TOD in the former Gilbert and Bennet Wire Factory site in Redding, which is located about 1.5 miles south of Branchville Station. Georgetown is located at the intersection of four towns: Redding, Weston, Ridgefield and Wilton. The plans call for a high level platform and a parking garage with 300 to 600 spaces.

The ¼-mile area around the proposed station has great potential for TOD and contains part of the approved Georgetown TOD. The areas to the east and west of the Georgetown TOD have potential for additional development.

West Redding Station – TOD Attributes/Plans/Studies

West Redding Station is located at 3 Long Ridge Road, just west of Route 53 near the Bethel and Danbury town lines. There is a high level platform with stairs and a ramp, a shelter area, and a full-length canopy over the platform. The station contains 82 parking spaces in a surface lot.

The ¼ mile area around the station has limited potential for TOD. The greatest limiting factor for TOD is the fact that there is no public water or sewer available around the station. The other limiting factor is that the areas to the south, east, and west of the



Proposed Georgetown TOD



West Redding Station

station contain large portions of the 100- and 500-year floodplains, streams, and wetlands. The most likely area for TOD within the vicinity of West Redding Station would be the properties located on the north sides of Lana Ridge Road and Side Cut Road.

Town of Redding – TOD Attributes/Plans/Studies

As was previously noted, the historic Gilbert and Bennet Wire Factory site has been approved for a large-scale, mixed-use TOD. The Georgetown TOD will include:

- 416 units of diverse housing.
- 300,000+ square feet of commercial space.
- A new Metro-North railroad station with parking garage.
- Pedestrian trails connecting the development to the train station within a 10-minute walk.

The project is stalled at this time due to economic conditions.

Ridgefield

Incorporated in 1708, Ridgefield is part of Fairfield County and is bounded by Danbury on the north, Wilton on the south, Redding on the east, and New York State on the west. Ridgefield is largely a residential community, with 75% of the total land in the town taken up by residential uses. Ridgefield is also home to businesses ranging in size from small, local operations to the American headquarters of Boehringer-Ingelheim Pharmaceuticals. As Ridgefield has developed, the town has remained true to its colonial roots, and Main Street, which is more than a mile long, is lined with stately homes, restaurants, churches, and shops. This section presents the following information related to TOD within the Town of Ridgefield:

- Ridgefield Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Ridgefield Planning Commission adopted the 2010 Plan of Conservation and Development for Ridgefield on July 12, 2010, effective August 16, 2010. The Plan focuses on several themes that are consistent with TOD. These include the goals of discouraging sprawl, strip retail, and big box retail while encouraging public transit, walking, and bicycling.



Main Street, Ridgefield

The Plan also recognizes the the importance of Branchville as a potential locations for TOD efforts. The Town seeks to encourage this type of development in Branchville by:

- Ccontinuing to implement appropriate recommendations of the 2002 Branchville Village Plan;
- Considering revisions to zoning that would allow opportunities for mixed uses, including residential, with limitations on size, density, and scale of development;
- Considering revisions to zoning to allow adaptive reuse or business development of properties surrounding the train station;
- Examining opportunities for inter-municipal sewer service with Georgetown, within limitations that would prohibit inappropriate high-density development; and
- Supporting a program (with an agency like the Economic Development Commission) for low-interest façade improvement loans, to improve the appearance of buildings in this important gateway.

Demographics and Market Potential

Table 5.9 indicates that Ridgefield’s projected population growth is 18.4% compared to 14.2% for the State. Ridgefield is younger than the State, with 60% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.9: Population Data, Ridgefield

	Total Population		Projected Growth 2000-2030	Median Age (2007)	Age 5-17 (2000)	Age 18-64 (2000)	Age 65+ (2000)
	2000	2007					
Ridgefield	23,643	24,073	18.2%	42	22%	60%	11%
Connecticut	3,405,565	3,549,606	14.2%	n/a	17%	53.0%	14%

Table 5.10 indicates that Ridgefield has a higher household income and a lower poverty rate than those of the Region and the State. Unemployment in Ridgefield is 2.8%, which is higher than the Region’s 2.2% but lower than the State’s 4.3%.

Table 5.10: Income and Employment, Ridgefield

	Median HH Income (2007)	% Below Poverty (2000)	Employed Persons (2006)	Percent Unemployed (2006)
Ridgefield	\$134,367	2.4%	11,413	2.8%
HVCEO Region	\$81,329	4.4%	110,894	2.2%
Connecticut	\$65,859	7.9%	1,765,083	4.3%

Regarding market potential for TOD, the population in Ridgefield has many characteristics that could encourage TOD. Many of Ridgefield’s residents are already rail commuters due to the town’s close proximity to employment centers in Stamford and New York City. The residents of Ridgefield live in numerous and various types of multi-family and single-family developments, many of which are occupied by renters. The presence of large number of commuters and various kinds of housing creates a positive potential for TOD.

Branchville Station – TOD Attributes/Plans/Studies

Branchville Station is located near the intersection of Route 7 and Route 102. The station includes a station building, a coffee shop, and a high level platform. The platform has a full-length canopy, benches, and stairs and a ramp that provide access to the rail cars. The station offers 170 parking spaces in a surface lot surrounding the station.

The ¼ mile area around the station has some potential for TOD, but there are some limiting factors. For example, there is no public water or sewer available in any part of Branchville. Also, the Norwalk River separates the station and parking area from Route 7. The south access point is a narrow bridge over the river, while the north access point is a culvert containing the river. Any new development on the station side of Route 7 would likely require new bridges/culverts to cross the Norwalk River.

Today, even without public water and sewers, the land on either side of Route 7 is extensively developed. If the Branchville area were to be connected to the proposed public water and sewers in Georgetown, the potential for TOD would be greatly enhanced.

Branchville Station is one of the busiest stations on the Danbury Branch. The historic village center and train station are evidence of Branchville’s role as a transportation hub, as well as commercial and residential center for this part of Ridgefield. The Town would like to preserve and expand the unique role of Branchville Village as a transportation, commercial, and residential center.



Branchville Station

The Branchville Village Plan, which was adopted in September 2002, recommended desirable land use strategies, addressed possible transportation improvements, and suggested alternative strategies. The Plan provided schematic guidelines for the redevelopment of the commercial area along Route 7 and a concept plan to enhance the parking facilities at the station. The concept plan called for the construction of a decked parking structure designed with an historic mill building façade. The Plan called for the relocation of the two access drives off of Route 7, the preservation of the existing station building, and the expansion of the station as a multi-modal transportation center.

The Plan also contained several recommendations for ways to encourage “an appropriate village environment” in Branchville. These recommendations include the following land use strategies:

- Finding solutions to Route 7 traffic issues that are compatible with the village character of Branchville;
- Providing on-street parking and sidewalks;
- Amending zoning regulations to encourage buildings to be built closer to the street; and
- Supporting the enhancement of Branchville Station as a multimodal transportation center.”

Town of Ridgefield – TOD Attributes/Plans/Studies

Related plans for Ridgefield include the Route 7 Transportation and Land Use Study, which will include a report entitled, “Feasibility of a Multi-Modal Transportation Center at the Branchville (Ridgefield) Railroad Station.” The purpose of the report is to assist Ridgefield in developing a transit center and garage at its railroad station. This report will be part of a multi-phased transportation study being conducted by Fitzgerald & Halliday, Inc. in cooperation with the Housatonic Valley Council of Elected Officials (HVCEO) and the South Western Regional Planning Agency (SWRPA). Draft concept plans of two options for the Branchville Station area were completed in 2010.

The Ridgefield Economic Development Commission also has formed a Route 7 committee to look at development in the entire Route 7 corridor, with a focus on Branchville.



Route 7 Study Draft Concept Plan for Branchville Station Area (Option 2)

Bethel

Incorporated in 1855, Bethel is part of Fairfield County and is bounded by Brookfield on the north, Redding on the south, Newtown on the east, and Danbury on the west. Bethel is a partially rural and partially suburban community with a mixed-use village center. At only 16.8 square miles in area, Bethel is the smallest town within the study corridor. This section presents the following information related to TOD within the Town of Bethel:

- Bethel Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Bethel Planning Commission adopted the 2007 Plan of Conservation and Development for Bethel on October 9, 2007, effective October 15, 2007. The Economic Development chapter of the Plan contains a section titled “Support Transit-Oriented Development.” This section states that “the Commission recommends identifying locations for compact, transit accessible, pedestrian-oriented, mixed use development, sometimes referred to as transit-oriented development.”

The Plan included the following recommendations for actions related to TOD:

- Identify appropriate locations for TOD and consider assembling parcels.



Bethel Center

- Work with property owners to educate them about the benefits of TOD.
- Rezone the areas around the rail station to support TOD.
- Encourage Metro-North Railroad (MNR) to build a west side platform at the train station.
- Consider transit supportive development with lower densities than allowed in a TOD.
- Coordinate and collaborate with MNR and the Housatonic Valley Council of elected Officials (HVCEO).

Demographics and Market Potential

Table 5.11 indicates that Bethel’s projected population growth between 2000 and 2030 is 49.7% compared to 14.2% for the State. The table also shows that Bethel is younger than the State, with 63% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.12 indicates that Bethel has a higher household income and a lower poverty rate than the Region and the State. Unemployment in Bethel is 3.2%, which is higher than the Region’s 2.2% but lower than the State’s 4.3%.

Regarding market potential for TOD, the population in Bethel has many characteristics that could support TOD. Not only is the population projected to increase at a faster rate than that of the State, but Bethel residents are also younger and wealthier than the State average. Nearly a quarter of Bethel’s residents, 23%, are also renters.

Table 5.11: Population Data, Bethel

	Total Population		Projected Growth 2000-2030	Median Age (2007)	Age 5-17 (2000)	Age 18-64 (2000)	Age 65+ (2000)
	2000	2007					
Bethel	18,067	18,307	49.7%	39	20%	63%	10%
Connecticut	3,405,565	3,549,606	14.2%	n/a	17%	53.0%	14%

Table 5.12: Income and Employment, Bethel

	Median HH Income (2007)	% Below Poverty (2000)	Employed Persons (2006)	Percent Unemployed (2006)
Bethel	\$84,641	2.5%	7,348	3.2%
HVCEO Region	\$81,329	4.4%	110,894	2.2%
Connecticut	\$65,859	7.9%	1,765,083	4.3%

Bethel Station – TOD Attributes/Plans/Studies

Bethel Station is located at 13 Durant Avenue in Bethel, just north of downtown and opposite the Bishop Curtis Homes. The station contains a brick station building and a high level platform with a lighted canopy and benches. There is a ramp to provide handicapped access to the platform. The surface parking lot at the station contains 197 spaces.

The ¼-mile area around the Station contains many components of TOD, including a mix of various commercial and residential uses. The area to the east contains multi-and single-family residences; the areas to the southeast and northeast contain commercial and industrial uses; and the areas to the west, southwest, and northwest contain a mix of single- and multi-family residences, retail, commercial, and industrial uses.

A limiting factor for TOD is the presence of wetlands around Bethel Station. The area to the north of the station on both sides of the track contains areas of the 100- and 500-year floodplains, as well as some streams and open water.

In March 2010, HVCEO released the Bethel Rail Station TOD Feasibility Study, prepared by Harrall-Michalowski Associates. This study identified several TOD-supportive characteristics of the area surrounding Bethel Station. These include:

- The study area contains a mix of uses.
- Proximity to downtown increases market potential.
- Parcels of significant size offer development opportunities.
- A multi-family residential pattern is already established.
- Traffic volumes on Route 53 and Route 302 demonstrate existing activity in the area.
- Opportunity for shared parking.

The Study recommended action items for the Town to move forward with the development of TOD around Bethel Station, including:

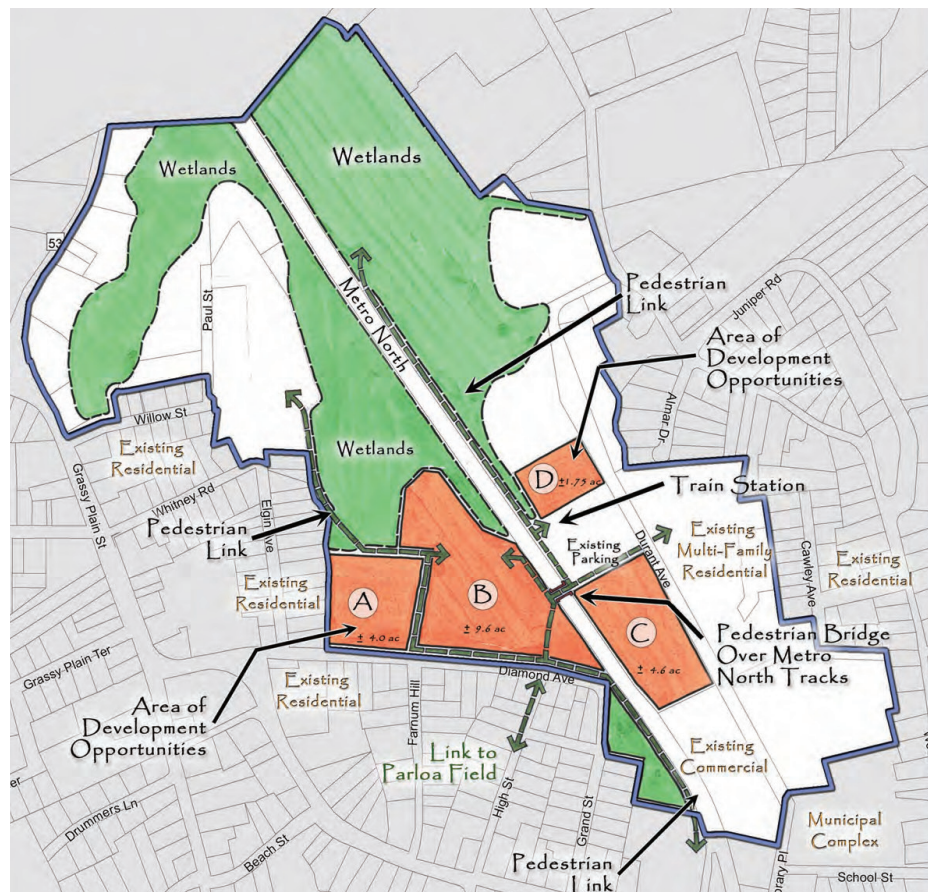
- Educate property owners about the benefits of TOD.
- Rezone the areas around Bethel Station to support TOD.
- Encourage CTDOT to build a west platform at the station.
- Consider regulations for transit-supportive development with lower densities than a TOD.



Bethel Station

Town of Bethel – TOD Attributes/Plans/Studies

The 2007 Bethel Town Plan of Conservation and Development recommends identifying locations for TOD near Bethel Station. The HVCEO Bethel Rail Station TOD Feasibility Study demonstrated that there are underutilized industrially zoned properties adjacent to the train station on both the east and west side of the tracks. This potential TOD area encompasses 121 acres of land distributed over 36 parcels.



Bethel Rail Station TOD Feasibility Study - Development Opportunities

Danbury

Incorporated in 1702, Danbury is part of Fairfield County and is bounded by New Fairfield on the north, Redding on the south, Bethel and Brookfield on the east, and Ridgefield and New York State on the west. In 2008, Mayor Mark Boughton appointed the Main Street Renaissance Task Force. This group was tasked with working in conjunction with the City’s Department of Planning and Zoning to prepare a Plan for Downtown Danbury. This Plan will focus on creating policy recommendations to foster business development, promote community activities, and strengthen linkages within the city. This section presents the following information related to TOD within the City of Danbury:

- Danbury Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Danbury Planning Commission adopted its Plan of Conservation and Development on October 9, 2002, effective October 15, 2002. In many ways, the Plan was ahead of its time for including TOD and smart growth ideals. For example, the Plan



Main Street, Danbury

recommends the following actions:

- Concentrate future commercial, industrial, and medium to high density residential development in the urban core and within the urban development area.
- Consider the creation of a planned unit development zoning district.
- Prepare and promote architectural and urban design guidelines for the downtown.
- Investigate the creation of a “Village District” for the Main Street Historic District.

Demographics and Market Potential

Table 5.13 indicates that Danbury’s projected population growth between 2000 and 2030 is 19.6% compared to only 14.2% for the State. Danbury is also younger than the State, with 67% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.14 indicates that Danbury has a lower household income and a higher poverty rate than the Region and the State. Unemployment in Danbury is 3.4%, which is higher than the Region but lower than the State.

Regarding market potential for TOD, the population in Danbury has many characteristics that could support TOD. The population is projected to grow faster than the State, and it is younger and more accustomed to living in a dense environment. Danbury also has a greater proportion of renters, 40%, than is generally found in the State (31%).

Table 5.13: Population Data, Danbury

	Total Population		Projected Growth 2000-2030	Median Age (2007)	Age 5-17 (2000)	Age 18-64 (2000)	Age 65+ (2000)
	2000	2007					
Danbury	74,848	78,765	19.6%	37	16%	67%	12%
Connecticut	3,405,565	3,549,606	14.2%	n/a	17%	53.0%	14%

Table 5.14: Income and Employment, Danbury

	Median HH Income (2007)	% Below Poverty (2000)	Employed Persons (2006)	Percent Unemployed (2006)
Danbury	\$65,161	8.0%	42,478	3.4%
HVCEO Region	\$81,329	4.4%	110,894	2.2%
Connecticut	\$65,859	7.9%	1,765,083	4.3%

Danbury Station – TOD Attributes/Plans/Studies

Danbury Station is located at 1 Patriot Drive, which is one block from downtown Danbury’s dining and entertainment district. The station contains a brick building, a high level platform with a lighted canopy, and a ramp to provide handicapped access to the platform. The station contains 147 surface parking spaces. Patriot parking garage, which has 550 spaces, is located across the street from the station and is used by commuters.

The ¼-mile area around the station contains many of the components of TOD including a mix of different types of commercial and residential uses. The area to the south contains a mix of residential and commercial uses; the area to the east contains commercial uses; and the area to the north is a mix of residential and commercial uses.

Downtown Danbury, which has many classic 19th century buildings along a traditional Main Street, only a few blocks from Danbury Station. There has been some redevelopment in this area that could be considered a model for future TOD efforts.

The existing parking structure, the proximity to Main Street, and the abundance of older buildings that could be renovated and reused give Danbury some of the greatest potential for TOD along the Danbury Branch.



Danbury Station Tracks

Danbury North Site Option #1 – TOD Attributes/Plans/Studies

Site Option #1 for the proposed Danbury North Station is located on a portion of 12 Riverview Drive. The ¼-mile area around the proposed station has limited potential for TOD. This is the largest developable property on the east side of White Turkey Road. The area to the northeast contains Berkshire Corporate Park; the area



Danbury North Station Site Option #1

to the east is a single family residential neighborhood; the area to the south contains a large retail development that is separated from the site by a watercourse, wetlands, and floodplains; and the area to the west across White Turkey Road is bounded by Route 7 and has limited area for development due to the narrow shape of the property and the presence of large rock outcrops.

Danbury North Site Option #2 – TOD Attributes/Plans/Studies

Site Option #2 for the proposed Danbury North Station is located in an undeveloped parcel of land known as Lot #32 on Federal Road. The property is owned by CTDOT and contains an existing commuter parking lot. The ¼-mile area around the proposed station has limited potential for TOD.

This station site is the largest developable property on the west side of White Turkey Road. The site is long, narrow, and bounded to the north by an interchange and overpass, to the south by Riverview Drive, to the west by Route 7, and to the east by White Turkey Road.

City of Danbury – TOD Attributes/Plans/Studies

As previously noted, Danbury's Main Street Renaissance Task Force is working in conjunction with the City's Department of Planning and Zoning to prepare a Plan for Downtown Danbury. This Plan will focus on creating policy recommendations to foster business development, promote community activities, and strengthen linkages within the city, thereby improving the TOD potential of the City.



Danbury North Station Site Option #2

Brookfield

Incorporated in 1788, Brookfield is part of Fairfield County and is bounded by Bridgewater and New Milford on the north, Newtown and Bethel on the south, Newtown on the east, and Danbury and New Fairfield on the west. While nearly half (45%) of Brookfield’s land is taken up by residential uses, the town is also a significant employment hub. One of the largest employers is the Regional YMCA of Western Connecticut, which has its offices in Brookfield Commons. In 2007, Brookfield had 1.22 jobs for every housing unit, and this was the fourth highest jobs-housing ratio within the study corridor (behind Wilton, Danbury, and Norwalk). This is especially telling about Brookfield’s attraction as an employment center considering that at 19.8 square miles in area, Brookfield is the second smallest town in the corridor. This section presents the following information related to TOD within the Town of Brookfield:

- Brookfield Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The Brookfield Planning Commission adopted the 2002 Plan of Conservation and Development for Brookfield on November 15, 2001, effective January 1, 2002. One of the seven strategies within the Plan is to “establish of a Village Center.” According to the Plan, residents are supportive of establishing a village center in the Four Corners area of Brookfield, which is located at the intersection of



Brookfield Commons

- Route 202 and Route 25.
- Among other things, the Plan recommended that the Town:
- Rename the Central Business District to a Village Business Zone that:
 - Meets the elements outlined in the Village District Act,
 - Encourages an intense cluster of smaller retail uses, and
 - Facilities filling in gaps buildings between buildings.
 - Initiate village-type development in a small area and work outward to more closely monitor and manage the success of the village.
 - Develop appropriate design guidelines for the village area.
 - Update the Zoning Regulations to eliminate requirements for road widening in CBD Zone.
 - Enhance the design for village by:
 - Providing a continuous network of sidewalks
 - Providing for diagonal on-street parking
 - Encouraging building expansion closer to the street, and
 - Allowing parking reductions for shared use.

Later in the Plan, support for a Danbury Branch extension is stated as follows: “Brookfield should support the establishment of this rail service and seek a rail station in Brookfield. This rail service will provide rail service to Danbury, Norwalk, Stamford, White Plains, and Grand Central Station in New York. This will enhance the overall quality of life in Brookfield and increase the desirability of the community. A location in or near the Four Corners areas is the most logical location although finding an appropriate site may require additional study.”

Demographics and Market Potential

Table 5.15 indicates that Brookfield’s projected growth is 26.0% between 2000 and 2030 compared to 14.2% for the State. The table indicates that Brookfield is younger than the State, with 62% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.16 indicates that Brookfield has a higher household income and lower poverty rate than the Region and the State.

Unemployment in Brookfield is 3.2%, which is higher than the Region’s 2.2% but lower than the State’s 4.3%.

Table 5.15: Population Data, Brookfield

	Total Population		Projected Growth 2000-2030	Median Age (2007)	Age 5-17 (2000)	Age 18-64 (2000)	Age 65+ (2000)
	2000	2007					
Brookfield	15,664	16,210	26.0%	41	20%	62%	11%
Connecticut	3,405,565	3,549,606	14.2%	n/a	17%	53.0%	14%

Table 5.1: Income and Employment, Brookfield

	Median HH Income (2007)	% Below Poverty (2000)	Employed Persons (2006)	Percent Unemployed (2006)
Brookfield	\$99,196	2.3%	8,715	3.2%
HVCEO Region	\$81,329	4.4%	110,894	2.2%
Connecticut	\$65,859	7.9%	1,765,083	4.3%

Regarding market potential for TOD, the population in Brookfield has many characteristics that could support TOD. The population is projected to grow faster than the State, and it is younger and wealthier than the State population in general.

Brookfield Site Option #1 – TOD Attributes/Plans/Studies

Site Option #1 for the proposed Brookfield Station is located on a portion of undeveloped land on the east side of Pocono Road directly across the street from the Town Fire Station at 92 Pocono Road.

The ¼-mile area around this site may have limited potential for TOD. The area to the west and northwest across Pocono Road contain municipal facilities, including the Fire Station, athletic fields, and the Town Hall. The area to the west is narrow and is located between Pocono Road and Route 7. The area to the southwest contains large industrial buildings.

The site is a long and narrow parcel of land, bounded to the north by a single family home and to the south by a stream and the adjoining 500-year floodplain. The area to the east contains a stream bounded by the 500-year floodplain, and further to the east are single-family homes.

Brookfield Site Option #2 – TOD Attributes/Plans/Studies

Site Option #2 for the proposed Brookfield Station is the former train station located at 272 Whisconier Road (Route 25) at its intersection with Tucks Road. The former station building is now

part of the Craft Center Campus, and the nearest cross street is Station Road. The site is located in the Village Business District Zone, which is a mixed use development zone. The site is surrounded by a mix of land uses including retail, educational, and commercial uses.

The ¼-mile area around this site has some potential for TOD. The site location is a long narrow parcel of land bounded to the east by the railroad tracks and a rising hill, and to the west by Whisconier and Tucks Roads. The development potential of the properties on the west side of Whisconier and Tucks Roads is further limited by the Silk River, which runs parallel to these roads.

As was previously noted, the Brookfield’s 2002 Plan of Conservation and Development recommended the development and enhancement of a mixed use node in the Four Corners area, with the recommended “Village Core” fronted on Route 7 and extending east to Silk River. Station Site Option #2 and the abutting properties to the north and south are parts of the “Village Expansion” area.

Town of Brookfield – TOD Attributes/Plans/Studies

There is a proposal currently before the Brookfield Zoning Commission to adopt an overlay Incentive Housing District in the Four Corners area to include the Town Center District. The proposed densities, which would be supportive of TOD efforts are as follows:

- Mixed use development: 6-24 units/acre
- Multi-family development: 20-24 units/acre
- Town Houses: 10-20 units/acre
- Single-Family Houses: 6-12 units/acre



Former Brookfield Station/Station Site Option #2



Brookfield Station Site Option #1

New Milford

Incorporated in 1712, New Milford is part of Litchfield County and is bounded by Kent on the north, Bridgewater and Brookfield on the south, Washington and Roxbury on the east, and Sherman and New Fairfield on the west. New Milford, at nearly 62 square miles in area, is the physically largest of the towns in the study corridor. The town features considerable commercial development. New Milford also has a historic town center, which includes its town hall, library, and town green, as well as restaurants and retail shops. New Milford's former rail station is located on Railroad Street, near the intersection of Route 202. There are two tracks passing through the station area. The former station building is now used for offices, and the former station parking lot provides parking for downtown New Milford. Station Site Options #2 through #5 are located in the vicinity of the former station.

This section presents the following information related to TOD within the Town of New Milford:

- New Milford Plan of Conservation and Development
- Demographics and Market Potential
- Existing TOD Attributes, Studies, and Plans

Plan of Conservation and Development

The New Milford Planning Commission adopted the 1997 Plan



New Milford Town Green

of Conservation and Development for New Milford on October 29, 1997. The New Milford Planning and Zoning Commission is currently updating this Plan. The Planning Commission will be discussing and considering ideas for TOD in downtown New Milford during the updating of the Plan.

Demographics and Market Potential

Table 5.17 indicates that New Milford's projected growth is 30.9% between 2000 and 2030 compared to 14.2% for the State. New Milford is younger than the State, with 66% of the population within the 18 to 64 age group, compared to 53% for the State.

Table 5.18 indicates that Town of New Milford has a higher household income and a lower poverty rate than the Region and the State. Unemployment in New Milford is 3.3%, which is higher than the Region's 2.2% but lower than the State's 4.3%.

Table 5.17: Population Data, New Milford

	Total Population		Projected Growth 2000-2030	Median Age (2007)	Age 5-17 (2000)	Age 18-64 (2000)	Age 65+ (2000)
	2000	2007					
New Milford	27,121	28,950	30.9%	39	18%	66%	10%
Connecticut	3,405,565	3,549,606	14.2%	n/a	17%	53.0%	14%

Table 5.18: Income and Employment, New Milford

	Median HH Income (2007)	% Below Poverty (2000)	Employed Persons (2006)	Percent Unemployed (2006)
New Milford	\$81,618	3.3%	16,324	3.3%
HVCEO Region	\$81,329	4.4%	110,894	2.2%
Connecticut	\$65,859	7.9%	1,765,083	4.3%

Regarding market potential for TOD, the population in New Milford has many of the characteristics that could support TOD. The population is projected to grow faster than the State and it is younger and wealthier than the State population.

New Milford Site Option #1 – TOD Attributes/Plans/Studies

Site Option #1 for the proposed New Milford Station is located at 87 Pickett District Road on the east side of the road and the west side of the railroad tracks. The 16.9 acre site is located in the Restricted Industrial Zone and the nearest cross street is Dodd Road. The properties to the north, south, east and west are also located in the Restricted Industrial Zone and further to the east of the site is the Housatonic River.

The ¼-mile area around this site may have limited potential for

TOD. The abutting properties to the north, south, and west contain large industrial buildings. Portions of this site, including the existing railroad track, are located in the 100-year floodplain. To the east of the site is the Housatonic River, which is bounded on both sides by areas of the 100-year floodplain.

New Milford Site Option #2 – TOD Attributes/Plans/Studies

Site Option #2 for the proposed New Milford Station is 4.6 acres in size and is located at 48 Anderson Avenue on the west side of the railroad tracks. The site's nearest cross street is Grove Street. The ¼-mile area around the site may have potential for TOD due to its proximity to Downtown New Milford.

The site is located on the north side of Anderson Avenue at the site of an existing printing company facility. The abutting properties to the north and south contain single- and multi-family residential buildings. The property to the east contains a commercial building, and the property to the west contains a former mill building. The mill building has been approved for mixed use residential and commercial development. The areas further to the south and west contain the Housatonic River and the abutting 100-year floodplain.

New Milford Site Option #3 – TOD Attributes/Plans/Studies

Site Option #3 for the proposed New Milford Station is located on the northwest corner of the intersection of Bridge Street and Railroad Street, in downtown New Milford on the west side of the railroad tracks. The 5.1 acre site is located in the Village District Zone. The ¼-mile area around the site has potential for TOD.



New Milford Station Site Option #3

New Milford Site Option #4A

Site Option #4A for the proposed New Milford Station is located on the west side of Railroad Street, just north of the former station building and the existing public parking. This site is located in the Village District Zone. The ¼-mile area around this site has potential for TOD. The site is currently occupied by several existing buildings containing a hardware and lumber business.



New Milford Station Site Option #4A

New Milford Site Option #4B – TOD Attributes/Plans/Studies

Site Option #4B for the proposed New Milford Station is located on the east side of Railroad Street, across the street from Site #4A, between Boardman Terrace and Bennitt Street. This site is located in the Village District Zone and consists of several adjoining properties on the north side of Boardman Terrace and the south side of Bennitt Street. The ¼-mile area around this site, which uses much of the land contained in Site #4A, has potential for TOD.



New Milford Station Site Option #4B

New Milford Site Option #5 – TOD Attributes/Plans/Studies

Site Option #5 for the proposed New Milford Station is located at 6 Young’s Field Road on the east side of Young’s Field Road and the west side of Housatonic Avenue. The 14 acre site is zoned for business purposes. The site is currently occupied by the Town of New Milford Public Works Yard. The ¼-mile area around this station site has potential for TOD.

Town of New Milford – TOD Attributes/Plans/Studies

In August 2009, New Milford adopted the Housatonic Riverfront Zone. This regulation covers an area south of downtown to The Bleachery and north to the southern section of Housatonic Avenue, on the east side of the Housatonic River. This Zone is meant to encourage adaptive reuse of large industrial or underused parcels of riverfront land on the village side of the river. The regulation encourages mixed-use development, and it is expected to allow for the addition of 70 to 80 residential units at the Bleachery property alone.

Related plans for New Milford include the 2009 “Central New Milford Pedestrian Loop Concept Plan.” Completed by the Stantec Corporation of Hamden for the Housatonic Valley Council of Elected Officials (HVCEO), this Plan proposes the creation of a pedestrian loop on both sides of the Housatonic River between Bridge Street (Route 67 and 202) on the north and Lanesville Road on the south. The creation of a complete pedestrian network in New Milford would support future TOD efforts.